

CLASSIFICATION SECRET / NO FORN DISSEM

25X1A

COUNTRY Germany REPORT NO. [REDACTED]

TOPIC Potential Landing Strips on Autobahns

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

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25X1C
DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 22 September 1950

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE) 1 - photostat

REMARKS

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SOURCE

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1 - MA
2 - EE

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1. The Record Stretch (sic) on the autobahn south of Dessau, located between kilometer markers 80 and 96, is straight, without a strip of grass in the center, and is sufficiently long and level for use as a landing strip by jet fighters. There are no obstacles such as high trees and bridges. Aircraft could be dispersed in the surrounding woods. Air Force construction battalions insulated the high-tension lines that cross this stretch, which was serviceable in the spring of 1945.
2. The autobahn between Burg airfield and Magdeburg would be serviceable if the grass center strip were eliminated and some fire lanes were widened. This work was to be started in the spring of 1945 but was not actually undertaken.
3. The Frankfurt/Oder-Berlin autobahn was originally scheduled to be prepared for use as a landing strip at a point about 10 km west of Frankfurt/Oder. The work was to begin in the spring of 1945 but was not started.
4. Other autobahns in the Soviet Zone of Germany were surveyed to determine the possibility of using them as landing strips, but the improvements required were not included in the Sofortprogramm (emergency program). Serious consideration was not given to the projects and adequate consideration was not given in the selection of suitable stretches. One Sauckel, (Inu), who was then Gauleiter, advocated the use of the Gotha-Wischnach stretch, but this project was not undertaken. *

5. [REDACTED]

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Comment. There have been no indications that the Soviets intend to use autobahns as landing strips.

1 Annex: 1 - photostat

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